

No. 1476 Survey held at Sunderland Date November 1839  
 on the Snow Emlyn Master Darnton  
 Tonnage Old 117 New 100 Built at Sunderland When built 1839  
 By whom built Wm. Carr & Co. Owners R. Peacock  
 Port belonging to Sunderland Destined Voyage Coaster  
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. <u>64</u> Inches <u>6</u>	Extreme Breadth	Feet. <u>20</u> Inches <u>6</u>	Depth of Hold	Feet. <u>10</u> Inches <u>6</u>
<b>Scantlings of Timber.</b>					
Timber and Space	each	Inches. <u>9</u>	Inches. Middle <u>9</u> Ends <u>7</u>	<b>Thickness of Plank.</b>	
Floors	sided	<u>9½</u>	Moulded	<b>Outside.</b>	<b>Inside.</b>
1 <sup>st</sup> Foothooks	"	<u>7</u>	"	Keel to Bilge	Foot Waling
2 <sup>nd</sup> Ditto	"	<u>6½</u>	"	Bilge Planks	Bilge Planks
3 <sup>rd</sup> Ditto	"	<u>6</u>	"	Bilge to Wales	Ceiling in Flat
Top Timbers	"	<u>6</u>	"	Wales	Ditto Bilge to Clamp
Deck Beams N <sup>o</sup> . of	"	<u>6½</u>	"	Topsides	Hold Beam Clamps
Hold Beams N <sup>o</sup> . of	"	<u>8</u>	"	Sheer Strakes	Deck Beam Ditto
Keel	"	<u>9</u>	"	Plank Sheers	Ceiling 'twixt Decks
Kelsons	"	<u>10</u>	"	Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 7/8</u>	Copper.	Inches. <u>5/8</u>	Hold Beam	Inches. <u>3/4</u>
Scarp of Keel N <sup>o</sup> .	<u>6</u>	Bolts thro' the Bilge and Foot Waling	<u>1 1/2</u>	Deck Beam	<u>5/8</u>
Floor Timber Bolts	<u>1 1/8</u>	Butt End Bolts	<u>1 1/2</u>	same in Iron above the Copper.	
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>2</u>		
Transoms and throats of Hooks	<u>1 1/8</u>				
Arms of Hooks	<u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Foreign Oak and are apparently free from all defects. The Floors and first Foothooks are composed of English and Foreign Oak Timber. The other Foothooks and Top Timbers of English and Foreign Oak. The Shifts of the first and second Foothooks are not less than 3/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient. The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together. Every 3 or 5 N. B. If not, state how bolted. to 2 heads. The Butts of the Timbers are generally close together; their thickness not less than 1/3 to 1/4 of the entire moulding at that place. The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Foreign Oak well squared throughout.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm and Beech. From the first Foothook Heads to the Light Water Mark of English Beech. From the Light Water Mark to the Wales of Stettin Oak, part Ends English Oak. The Wales and Black-strakes are of Stettin Oak. The Topsides of Stettin Oak. The Sheer-strakes and Plank-sheers of Stettin Oak. The Water-ways of Stettin Oak. The Decks of Yellow Pine State of                     . The Shifts of the Planking are not less than 4 Feet in general N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Two and Three between

**Planking Inside.**—The Limber-strakes are composed of Am. Oak the Bilge Planks of Foreign Oak. The Ceiling, Lower Hold, of Stettin Oak Between Decks of Foreign Oak. Shelf Pieces of Stettin Oak Clamps of Foreign Oak.

**Fastenings.**—To Hold Beams Double Wood Knives and Stringers. Deck Beams Double Wood Knives. Number of Breasthooks Four Pointers                      Crutches 2 Transom Knives each side. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name                       
 Surveyor's Name John Brunton



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	160	Chain .....	7/8	2 Bower, 6 <sup>c</sup> - 5 <sup>3</sup> / <sub>4</sub> <sup>c</sup>
1	Fore Top Sails,	85	Hempen Stream Cable .....	6 <sup>1</sup> / <sub>2</sub>	1 Stream, 3 <sup>c</sup>
2	Fore Topmast Stay Sails,	60	Hawser .....	5/8	1 Kedge, 1 <sup>1</sup> / <sub>4</sub> <sup>c</sup>
1	Main Sails,	85	Towlines .....	4 <sup>1</sup> / <sub>2</sub>	
1	Main Top Sails,	85	Warp .....	3 <sup>1</sup> / <sub>2</sub>	
and	<i>Suff in other sails</i>		All of <i>good</i> quality.		

Her Standing and Running Riggings Keel well set sufficient in size and good in quality.

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is Supr Capstan Sound and Rudder Strong

**General Remarks—Statement and Date of Repairs.**

The Frame is light & scantling unusually good in quality. fairly bright and  
shipped and reasonably free from sap. Generally fairly sized. Pansons. Count  
Timber. Beans. When Hook all good stuff in their respective parts.

The Outside and Inside Planting all cut from Logs, apparently fair  
in quality. Generally well brought and Shipped and free from Sap: Remains of  
Sap Wood

type and Lvs. dark brown. Wood to be sufficiently secured for size of plate

Commenced building in August 1839 Launched November 1839 (Jules Shreve)

As follows  $\frac{10}{9} : \frac{27}{9} : \frac{9}{10} : \frac{24}{10} : \frac{6}{11}$

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 7 A.1. *John A. Brewster*

*Nov* The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

Special .....£ 5 : 5 : 0

£ 7. 7. 0.

Committee's Minute 16 Nov 1835

*Character assigned.*

Committee's Minute 14 Nov 1834  
Character assigned A 1 pr 7 May LL